



2/19/2016

VIA EMAIL

Elise Gumm, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 2<sup>nd</sup> Floor  
Sacramento, CA 95814

**RE: Sanctuary Tentative Map (P16-006)**

Dear Ms. Gumm:

WALKSacramento has reviewed the project routing for Sanctuary Tentative Map (P16-006) and offer the following comments.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel.

If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The Sanctuary project is proposed to be located on a superblock that is being developed as an assortment of subdivisions. This residential development should create a connected network of streets and pedestrian routes, but piecing together the subdivisions can result in a network with broken links. Already, subdivisions on the superblock have been built that are disconnected from future adjacent neighborhoods, such as Jacinto Village 2 which is bounded on the north and west by an uninterrupted two blocks of houses along Tambor Way.

The street network proposed for Sanctuary will provide potential for increased connectivity in the future, providing that subsequent developments take advantage of the proposed Sanctuary street network. East of the project in Jacinto Village North, the Marla Way and Gimron Way cul-de-sacs could provide a pedestrian connection to development to the west provided that easements could be obtained. Sanctuary begins to set up this connection by extending Gimron Way from Shasta Estates (the subdivision at the west side of Sanctuary). Gimron Way and Marla Way could then provide an east-west route from W. Stockton Boulevard to within a block of Bruceville Road. Gimron has an elbow to the south in Shasta Estates, so Gimron will also be important to provide north-south connectivity. See Figure 1 on the next page.



*Figure 1 Sanctuary as part of future connectivity*

The project routing did not include street cross sections, although the project narrative states that Shasta Avenue will have a 27' half-section right-of-way and that Gimron Way and Road 'B' will each have 53' right-of-ways. We encourage the applicant to use the City of Sacramento Pedestrian Friendly street standards, which includes detached 5'-wide sidewalks with planters and vertical curbs for both residential and collector streets. Detached sidewalks and planters with street trees increase pedestrian safety by providing a physical barrier between the sidewalk and street. The planter and vertical curb also prevents cars from parking on the sidewalk which can occur with attached sidewalks having rolled curbs. The pedestrian environment is also improved by the shade and greenspace that street trees provide.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

Chris Holm  
Project Manager

Attachment: Development Checklist for Biking and Walking

## ***DEVELOPMENT CHECKLIST for BIKING and WALKING***

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)  
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

### **POLICIES**

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

### *Project Review and Comment*

### **POLICY CONSIDERATIONS**

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

### **ENGINEERING**

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
  - Pedestrian Level of Service "C" or better on arterials
  - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS**
  - every 300-600 feet on major arterials
  - well lit, marked crosswalks
  - audible signals & count-down signals
  - median refuge islands
- SPEED MANAGEMENT**
  - Speed limits based on safety of pedestrians and bicyclists
  - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS**
  - Maximize pedestrian and bicyclist safety
  - Sidewalks buffered by trees and landscaping on major arterials
  - Vertical curbs
  - 5' minimum sidewalk widths, 8' in front of schools
  - 6' minimum bike lanes on busy streets

- ❑ **INTERSECTIONS**
  - Median refuge islands for pedestrians
  - Signal timing to enable safe passage
  - Signal detection for bicyclists
  - Crossings on all 4 legs of intersections
  
- ❑ **ELIMINATE BARRIERS**
  - Freeway, railroad, river and creek crossings
  - Obstructions in sidewalks and bike lanes

### **NEW DEVELOPMENT – REQUIRE**

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

### **NEW DEVELOPMENT – DISCOURAGE**

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

### **BUILDINGS – REQUIRE**

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

### **OLDER NEIGHBORHOODS**

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

## *Policy Review and Comment*

### **ENFORCEMENT & MAINTENANCE**

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

### **EDUCATION**

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

### **FUNDING**

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle Transportation Account
- ❑ Safe Routes to School

*www.walksacramento.org*

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